



## Section 4.0

# ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES



## 4.0 – ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This section of the EIR identifies the environmental setting for each issue area, the thresholds for determining significance of environmental impacts, potential environmental impacts, mitigation measures for those environmental impacts that are deemed significant, and the environmental impact remaining, if any, after implementation of mitigation measures. Notes and references are also listed. The following topics are addressed in this section of the EIR.

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Noise
- Paleontological Resources
- Transportation/Traffic
- Utilities and Service Systems

Detailed discussions of these environmental issue areas are presented in the following sections. Other long-term environmental issues, such as cumulative impacts, growth-inducing impacts, significant irreversible environmental changes, unavoidable significant environmental impacts, and areas of no significant impact, are discussed in Section 5.0, *Other CEQA Sections*, of this EIR.

## 4.1 AESTHETICS

### 4.1.1 Environmental Setting

#### **Existing Site Characteristics**

The SP area is developed and encompasses approximately 77.5 acres of Westfield Carlsbad Shopping Center's 96.6 acres, including the two-story indoor main mall and the majority of the paved surface parking areas that ring the shopping center. In addition to the main mall structure, comprised of five anchor department stores connected by two levels of interior mall shops, there are five out-buildings within the SP area, including a movie theater, office building, bank, tire center, and restaurant (refer to Figure 3-1). All out-building structures are single-story while the movie theater is higher in stature. A discussion of existing building heights is provided below. A bus transit center consisting of a series of bus shelters and landscaping is located in the western end of the shopping center, adjacent to the unnamed private loop road.

Elevations within the SP area range from a low of approximately 25 feet above mean sea level (AMSL) along the northwestern edge of the parking lot to approximately 40 feet AMSL along the southern edge of the site. Topographically, the SP area is level above and below the main mall, slopes gently to the west-northwest, and is divided into an upper level (south side of shopping center) and a lower level (north side of shopping center) by the mall structure. The grade separation between the two levels is approximately 15 feet. Properties and roads surrounding the SP area are generally at grade west and east of the SP area, and above grade both north and south of the site.

The existing height of the shopping center varies from structure to structure. The department stores are generally taller than the main mall, while the out-buildings are lower than the main mall. In addition, each structure generally features some form of parapet along the rooftop perimeter to conceal mechanical equipment (such as heating, ventilation and air conditioning [HVAC] units) from the ground elevation and parking areas. Because of the grade change on site that drops down to the north, building facades on the southern portion of the mall are approximately 30 feet higher than those on the northern side of the mall. Therefore, the Westfield Carlsbad Shopping Center structure ranges in elevation from approximately 38 feet above the grade of the upper level (including the parapet wall that borders the roof of the central shops) to an elevation of approximately 54 feet above grade at the lower level for the Macy's Women's department store (including its parapet wall). The other department stores, including

Macy's Men's and Home, JCPenney and Sears, range from 27 to 42 feet above the grade of the upper level. The existing Robinson's-May store, which is the subject of the proposed SDP, is approximately 38 feet above the grade of the upper level and approximately 71 feet above the lower level of the site. The various existing out-buildings south of Marron Road range in height from approximately 20 feet (tire center) to 26 feet (office building) above grade; the movie theater is approximately 25 feet above grade.

Architecturally, the shopping center is set back from the surrounding streets and features a variety of styles and building materials without a comprehensive or consistent theme. As shown in Figure 4.1-1a, *Existing Shopping Center Exterior*, through Figure 4.1-1d, *Existing Shopping Center Exterior*, the department store facades and mall exterior feature large expanses of blank walls with limited articulation, glass, awnings, or canopies. Building materials range from light-colored stucco to brown-colored brick. Arch-like colonnades are used to differentiate several of the mall entrances. With the exception of the out-buildings, the shopping center is interior focused with limited to no exterior-oriented retail space. Expansive, paved parking areas ring the main mall and feature ornamental street trees and shrubs contained in narrow planters. Large pylon signage occurs at the shopping center entrances along El Camino Real and Marron Road (see Figure 4.1-2, *Existing Monument Signage*); the existing signage rises approximately 31 feet above grade at the entrance along El Camino Real (Plaza Entry) and approximately 24 feet above grade at the corner along Marron Road near Monroe Street. The signage is illuminated internally and features low-lying landscaping at its base. The existing pylon signage and additional signage at the mall is shown in the sign inventory in Appendix A of the SP. In addition to the two pylon signs near the center entrances, approximately 16 other signs exist within the SDP boundary, including directional, pole, marquee, wall, and additional monument signs.

Lighting within the existing shopping center and the adjacent commercial centers to the east and west generate a moderate level of light and glare in the immediate project area, primarily from entry, walkway, parking lot, and street lighting. Nighttime vehicular headlights along El Camino Real and Marron Road are another existing source of light and glare.

## **Existing Views**

The SP area, including the Westfield Carlsbad Shopping Center and its parking areas, is visible from local public roads and from the SR-78 freeway and its interchange with local roads. A field visit was conducted in January 2010 to take an inventory of existing views from public vantage points in the project area (no substantive changes in views have subsequently occurred). Specifically, existing views of the SP area are mainly available from SR-78, El Camino Real,



and Marron Road. As noted below, El Camino Real is identified as a “Community Theme Corridor” in the Scenic Corridor Guidelines of the City’s General Plan Circulation Element (2004d). Long-range and short-range views of the shopping center, parking areas, signage, and landscaping are afforded from the travel lanes of these roads and from the SR-78 interchange with El Camino Real. No other scenic corridors or vistas are designated in the project area, although Hosp Grove Community Park occurs south of Marron Road from the SP area. Hosp Grove Community Park features a picnic area, tot lot, and hiking trails. The shopping center, in particular its rooftop, is visible from sections of the hiking trail that traverses east-west along the slope above Marron Road, although views of the center are limited due to intervening trees and shrubs that provide a visual screen to trail users.

Views into the interior of the SP area also are available from nearby residential development. Private residences are generally located on higher ground east and south of the shopping center and can view the site accordingly. East of El Camino Real, multi-family residential communities are located on an elevated terrace just beyond two neighborhood commercial shopping centers in the intervening foreground. Multi-family homes also are located on the hillside south of Marron Road, immediately beyond the three out-buildings described above and above the Hosp Grove hiking trail. The residences on this hillside have been developed at varying elevations, and while many have a view of the SP area, the view is somewhat obscured by mature vegetation (primarily eucalyptus trees) present on the intervening hillside. Site photographs from the public vantage points in the SP area are contained in Figures 4.1-3, *Views Looking West from El Camino Real*, through 4.1-6, *View Looking North from Hosp Grove Community Park Trail*.

## **Regulatory Framework**

### California Specific Planning Law

Government Code Sections 65450 through 65457 comprise the state’s Specific Planning Law. The SP described in this EIR, if adopted, would be the primary regulatory document for the Westfield Carlsbad site and, in accordance with Sections 65450 through 65457, would describe the systematic implementation of the General Plan for this portion of the City.

### General Plan

The City adopted Scenic Corridor Guidelines in July 1988. The guidelines, which were included in the Circulation Element of the City’s General Plan (2004d) under the topic Scenic Roadways, identify the scenic corridors within Carlsbad and provide recommendations for preserving the



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## Existing Shopping Center Exterior

WESTFIELD CARLSBAD

Figure 4.1-1a





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## Existing Shopping Center Exterior

WESTFIELD CARLSBAD

Figure 4.1-1b





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## Existing Shopping Center Exterior

WESTFIELD CARLSBAD

Figure 4.1-1c





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## Existing Shopping Center Exterior

WESTFIELD CARLSBAD

Figure 4.1-1d





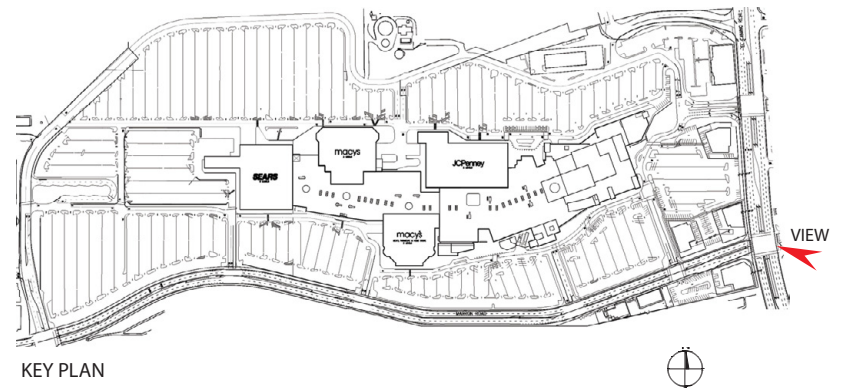
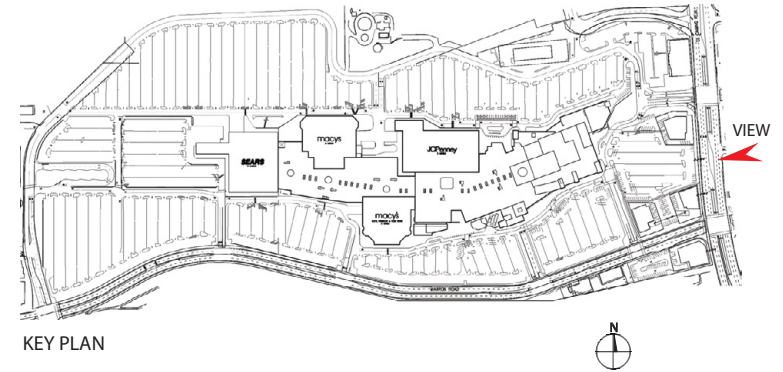
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## Existing Monument Signage

WESTFIELD CARLSBAD

Figure 4.1-2





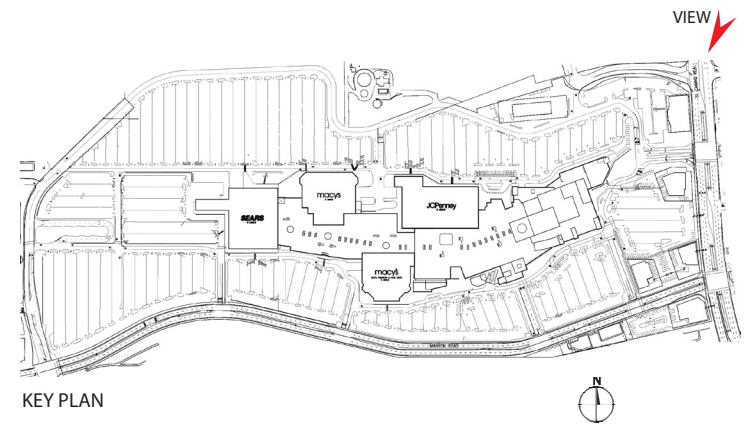
Source: Hofman Planning and Engineering, May 2010

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## Views Looking West From El Camino Real

WESTFIELD CARLSBAD

Figure 4.1-3



Source: Hofman Planning and Engineering, May 2010

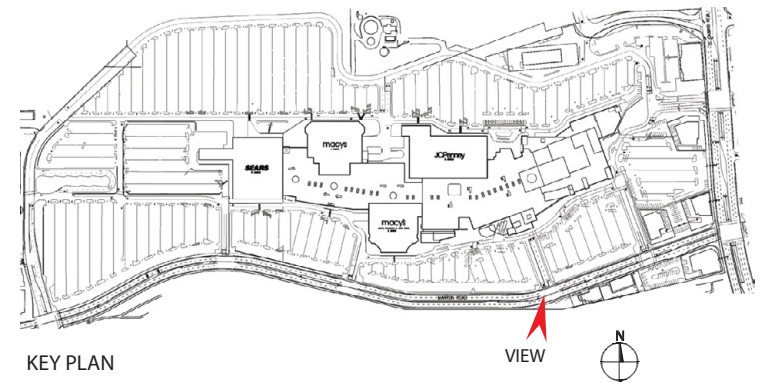
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## View Looking Southwest from SR-78/El Camino Real Interchange

WESTFIELD CARLSBAD

Figure 4.1-4





Source: Hofman Planning and Engineering, May 2010

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## View Looking North From Marron Road

WESTFIELD CARLSBAD

Figure 4.1-5



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## View Looking North From Hosp Grove Community Park Trail

WESTFIELD CARLSBAD



character of the corridors. Significant vistas within the area are also identified in the guidelines. The Scenic Corridor Guidelines are intended to be used as a guide for improvements that take place within or adjacent to the rights-of-way for identified scenic corridors. El Camino Real is identified as a “Community Theme Corridor” in the Scenic Corridor Guidelines. Specific guidelines for El Camino Real have been established in the El Camino Real Corridor Development Standards, as discussed in Section 4.9, *Land Use and Planning*. These standards include a general design concept for the roadway, as well as development restrictions for private properties fronting the roadway. Because of its proximity to the scenic roadway, the proposed project normally would be subject to the Development Standards for design theme, median breaks, signage, building height, grading, and roadway setback as detailed in the El Camino Real Corridor Study (City of Carlsbad 1984). Upon SP adoption, however, the El Camino Real Corridor Development Standards would be superseded by design standards in the SP for the Westfield Carlsbad property, as discussed below.

### Municipal Code

#### *Commercial Zone Building Heights*

Section 21.28 of the Municipal Code restricts building heights in the C-2 zone to 35 feet or three levels, with allowed architectural protrusions that do not exceed a height of 45 feet. Additional building height may be permitted to a maximum of 45 feet through a SDP approved by the City Council, provided that the building is not more than three levels. Architectural features such as flagpoles, steeples, or architectural towers may be permitted up to 55 feet if the City Council makes the specific findings that the protruding architectural features: 1) do not function to provide usable floor area; 2) do not accommodate and/or screen building equipment; 3) do not adversely impact adjacent properties; and 4) are necessary to ensure a building's design excellence. Additional height provisions exist in the Municipal Code that would require City Council approval.

#### *Scenic Preservation Overlay Zone*

The intent and purpose of the Scenic Preservation (S-P) Overlay Zone contained in Carlsbad Municipal Code Section 21.40 is to: 1) provide additional regulations for development within designated areas to preserve or enhance outstanding views, flora and geology, or other unique natural attributes and historical and cultural resources; 2) provide regulations in areas which possess outstanding scenic qualities or would create buffers between incompatible land uses which enhance the appearance of the environment and contribute to community pride and

community prestige; 3) preserve those areas of the city that provide unique and special open space functions consistent with the underlying permitted use; 4) implement the goals and objectives of the General Plan; and 5) provide guidelines for development of certain arterial streets identified as scenic. The S-P Overlay Zone may be applied to arterial streets within the City which the City Council determines are worthy of special treatment in order to improve or protect scenic views and traffic safety along the arterial. In the case of the Westfield Carlsbad site, the S-P Overlay Zone implements the previously discussed Scenic Corridor Guidelines and associated Development Standards that are applicable along El Camino Real. The Overlay Zone applies to the portion of the property that lies within 300 feet of the right-of-way (ROW).

### *Grading Ordinance*

Carlsbad Municipal Code Chapter 15.16 establishes minimum requirements for grading, including clearing and grubbing of vegetation, which are supplementary to subdivision or zoning regulations located elsewhere in the Municipal Code. Chapter 15.16 seeks to further enhance and improve the physical environment of the community and, subject to economic feasibility, preserve the natural scenic character of the City. The Grading Ordinance is intended to ensure compatibility of graded land development sites with surrounding landforms and land uses and prevent unnecessary and unauthorized grading, including clearing and grubbing of vegetation, to further protect public and private property.

### *Sign Ordinance*

Carlsbad Municipal Code Chapter 21.41 contains the Sign Ordinance for properties within the City. Provisions in the Code implement the City's community design and safety standards as set forth in the General Plan. The Sign Ordinance provides criteria for sign area, height, and placement and sets design standards that address colors, materials, position relative to buildings and the street, site distance, illumination, graphics, and landscaping. For a regional commercial center like the Westfield Carlsbad shopping center, a pole-type sign is permitted near the primary entrance provided it is 150 sf in area and located no more than 35 feet above the average grade of the site. In addition to a pole sign, smaller monument signs are permitted along the street frontage. Wall/fascia/awning signs, directional signs, and suspended signs are also permitted in commercial centers, as provided in the Municipal Code.

### *Light and Glare*

The City Municipal Code does not have a specific section dedicated to prevention of nuisance light and glare through regulation; rather, lighting is addressed in the Carlsbad Zoning Ordinance for each land use type. Although lighting and glare standards are not available for the proposed “Regional Commercial” land use designation, development standards are available for a similar designation, “Local Shopping Center.” Within the Local Shopping Center designation, the Zoning Ordinance requires exterior lighting for all employee and visitor parking areas, walkways, and building entrances and exits, but requires light sources to be designed to avoid direct or indirect glare to any off-site properties or public rights-of-way.

### Landscape Manual

The City’s Landscape Manual is a comprehensive document listing programs, policies, and minimum requirements relating to landscaping in Carlsbad. The Landscape Manual applies to public and private development in requiring discretionary permits or submittal of landscape plans for development permits. For additional information about the Landscape Manual, see Section 4.9, *Land Use and Planning*, of this EIR.

#### **4.1.2 Thresholds for Determining Significance**

Appendix G of the State CEQA Guidelines is used to provide direction for determination of a significant visual aesthetics/grading impact from the proposed project. For the purposes of this EIR, a significant impact would occur if the project would:

- Have a substantially adverse effect on a scenic vista or scenic corridor;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### **4.1.3 Environmental Impact**

The following analysis addresses the proposed project's potential impact on scenic views and corridors, visual character and quality, and light and glare. Project consistency with General Plan policies pertaining to aesthetics is addressed in Section 4.9 of this report.

The Westfield Carlsbad SP provides a comprehensive set of development standards, guidelines, and implementation procedures to facilitate the redevelopment, revitalization, and on-going operations at the Westfield Carlsbad shopping center. In some instances, the SP development regulations would vary from the General Commercial (C-2) Zoning Ordinance contained in the Municipal Code, in which case the SP development standards and guidelines would prevail for development and redevelopment within the SP area. With regard to aesthetics, the development standards and design guidelines contained in the SP are proposing variances from the building height, landscaping, and signage provisions of the C-2 regulations, as discussed below.

#### **Building Height**

With regard to building height, the northern portion of the SP area, including the northern side of the shopping center and adjacent parking lots, is at a lower grade than the southern portion. The grade separation results in the mall's division into lower and upper levels, with the upper level located at an elevation approximately 15 feet above the lower level. Based on the SP, the maximum height for the main mall building would be limited to 75 feet above the finished floor elevation of the lower level (30.3 feet AMSL). The two levels of the main building render application of the City's standard height definition difficult; as such, building height would be measured as a set elevation above sea level. Therefore, the maximum height for any portion of the main building would not be allowed to exceed 105.30 feet AMSL. The maximum height of any future out-building would not be allowed to exceed 45 feet above grade, as measured using the City's standard building height definition identified in Section 21.04.065 of the Carlsbad Municipal Code (2008a).

#### **Signage**

Signage limits are established in the Municipal Code, as discussed above. The SP contains a sign program that would augment and, in several cases, supersede Chapter 21.41 of the Municipal Code. Where there are conflicts between the Municipal Code and the SP, the SP would prevail. More specifically, the existing Municipal Code provisions would apply except the SP sign program would allow approval of electronic or mechanical signage that is not distracting to drivers (i.e., digital display on signs would require a Conditional Use Permit and

approval from the City Council); and permit signage square footage to be exclusive of the base. (According to the Municipal Code, an electronic message board sign (digital reader board) consists of a fixed or changing display composed of a series of lights, light emitting diodes (LED), or liquid crystal display (LCD) or functionally similar devices.)

### Allowed Signs, Sizes and Quantities

Based on the SP, the types of signs that would be allowed within the SP area include:

- *Directional*—signs that provide directions to pedestrians and vehicles; limited to 55 sf and eight feet, six inches in height; maximum of 25 directional signs;
- *Fascia*—wall signs that do not project more than 10 inches from the wall; sized from 150 to 400 sf; maximum of 49 fascia signs;
- *Monument*—freestanding signs typically located near the main site entrances, with a horizontal or vertical orientation; limited to 120 sf and 15 feet in height; maximum of nine monument signs;
- *Partnership Marketing*—building face or wall signs advertising on-site retailers or products; limited to 960 sf; maximum of five partnership marketing signs;
- *Projecting*—wall signs that project outwards more than 10 inches and generally at 90 degrees from the building face; limited to 10 sf; maximum of 20 projecting signs;
- *Cinema*—vertical movie theater sign, to be posted near the northwest corner of the reconfigured Robinsons-May building, limited to 200 sf and a maximum height of 75 feet above grade of the lower level; maximum of one cinema sign;
- *Pylon*—a large sign, may include a digital reader board component, intended to identify the site from major intersections and SR-78; limited to 1,000 sf and 45 feet in height; maximum of one pylon sign; and
- *Static Display*—a non-digital display area on a pylon or monument sign.

### Sign Program/Sign Standards

In general, the SDP proposal would replace the approximately 31-foot-high pylon sign at the El Camino Real entrance along Plaza Drive with a new pylon sign that is consistent with the SP in terms of design and height. The new pylon sign would be 45 feet in height. The existing, 24-foot-high pylon sign near the Marron Road/unnamed loop road intersection would be replaced with a static monument sign that would be 15 feet in height. In addition, each driveway entrance along Marron Road would feature a maximum six-foot-tall monument sign. City approval of a detailed sign program would occur prior to construction of any new signs at Westfield Carlsbad. In addition to demonstrating how the signs would integrate with the rest of the site architecture and landscaping, the sign program also would include specific locations for each proposed sign and be consistent with the sign parameters (quantities, heights, maximum areas) given above and in the SP document. Additional discussion of the sign program details are provided in the SP document.

### **Lighting**

Outdoor lighting permitted under the SP would be designed to minimize glare away from SR-78, Buena Vista Creek and adjacent surrounding properties. Parking lot light standards a maximum of 35 feet in height would be permitted provided the light is located, designed, and directed downward to minimize glare beyond the parking lot(s). Parking lot lights also would be positioned over vehicles rather than over drive aisles, to maximize both efficiency and safety. In addition, pedestrian-scaled lighting up to 15 feet in height and/or bollard-style lighting would be utilized throughout the Westfield Carlsbad premises, including within the mall and along exterior sidewalks and pedestrian paths, to illuminate such areas. Finally, additional lighting features to add visual interest to the site are encouraged in the SP. Such features could include enhanced lighting at entries, plazas, patio areas, and other areas where evening activity or gathering could occur; the concealing of lighting features within buildings and landscaping; and indirect illumination of buildings and landscaping. According to the SP, an exterior lighting plan would be provided for any SDP that proposes new exterior lighting.

### **Grading**

Grading within the proposed SP area would retain the topography of the site and typically would not create new elevated development along its frontage with El Camino Real or Marron Road. The exception would be minor topographic mounding between the parking lots and the road frontages for landscape screening purposes. Cut or fill exceeding 15 feet from existing grade would not be permitted consistent with the Grading Ordinance.



The current SDP proposal would be consistent with the development standards proposed in the Westfield Carlsbad SP.

### **Scenic Vistas or Corridors**

The only designated scenic corridor in the SP area is located along the frontage of El Camino Real, although the SR-78/El Camino Real interchange is considered the northern “gateway” to the City. As such, development standards have been established by the City along the El Camino Real Corridor, which includes its interchange with SR-78, to ensure that development is designed to maintain and enhance the appearance of the roadway. The SP recognizes the importance of the scenic corridor by restricting building heights within the scenic corridor (i.e., 300 feet from the ROW) to a maximum of 35 feet, consistent with City policy. Structures would be set back a minimum of 15 feet from the ROW. A Special Use Permit by the S-P Overlay Zone would not be required for development within the Overlay Zone, as the SP incorporates design standards that would implement the purpose and intent of the S-P Overlay Zone rather than the El Camino Real Corridor Development Standards. In other words, the Scenic Corridor Guidelines may still be applicable under the SP, but the El Camino Real Corridor Study and related development standards would not be, as they would be superseded by the SP.

As part of the current SDP proposal, the pads for three new out-buildings, landscaping and signage are proposed within the designated scenic corridor. Based on the concepts presented to the City, the future out-buildings would be at grade with the road and contemporary in design, would feature a variety of building massing, forms, heights and building materials, and be consistent with the SP design guidelines, which supersede the S-P Overlay Zone. Typical architectural schemes proposed under the SP are modern, contemporary, and diverse. Figure 4.1-7, *Visual Simulation of SDP Proposal from El Camino Real*, Figure 4.1-8, *Visual Simulation of Site Development Permit Proposal from El Camino Real/Marron Road Intersection*, and Figure 4.1-9, *Visual Simulation of Site Development Permit Proposal from SR-78/El Camino Real Interchange*, provide conceptual computer simulations of what the SDP buildings could look like in the context of existing views along the El Camino Real corridor. In the proposed condition, existing building facades with large expanses of blank wall would be reduced and replaced with the varying textures of glass, stucco, masonry, stone, concrete, iron and wood. Graphic panel signage would be hung on metal frames. Attention to architectural detail would be emphasized, especially on the ground-level facades of the shopping center, which would feature architectural elements such as columns, arcades and awnings. Once building tenants are determined, the out-buildings would undergo design review under a future SDP amendment to ensure they are consistent with the SP design guidelines.

A minimum 15-foot fully landscaped buffer is required within the setback between the sidewalk and the out-buildings and parking lots fronting El Camino Real. A minimum 10-foot fully landscaped buffer is required within the setback between the sidewalk and the out-buildings and parking lots fronting Marron Road (refer to Figures 3-4a through 3-4c). Landscape materials would be a mixture of street trees, accent trees, shrubs and grasses. The development of structures and landscaping adjacent to the road would not block any view corridors (landscape within sight clearance zones would be limited to 30 inches in height), and would soften views of the large parking areas that currently front the El Camino Real Corridor in the SP area. As noted above, the new pylon sign along El Camino Real would be larger, taller and may feature electronic display(s) (electronic displays are not being requested at this time and would only be permitted with City Council approval of a Conditional Use Permit). Like proposed structures and landscaping, the new signs would not be located within a line-of-sight corridor that could impact traffic circulation. As described above, the free-standing monument signs would be limited to 120 sf and 15 feet in height and would be designed in conformance with the guidelines in the SP and the signage program. A detailed signage program, in accordance with the SP guidelines (which supersede the S-P Overlay Zone) and the Scenic Corridor Guidelines, would be prepared and approved by the City Planner prior to the construction of any new signs. As with the rest of the proposed improvements at Westfield Carlsbad, the new monument and other signage throughout the SDP area would be contemporary and complementary to the revitalized shopping center.

Beyond the scenic corridor, new and reconfigured commercial development would be externally focused and feature more architectural articulation and glazing than currently exists. In addition, a number of new wall signs would be installed along the façade of the revitalized shopping center beyond the scenic corridor. The proposed improvements would be consistent with commercial character of the corridor and would serve to enliven the façade of the eastern end of the shopping center by visually opening the site up to the road through the use of large expanses of glazing, among other new materials. As shown in the conceptual project simulations, the scenic character of the corridor would be enhanced by implementation of the current SDP and future SDPs for the out-buildings. Therefore, the proposed project's impacts to the designated scenic corridor would not be significant.

Because of the building height increases proposed as part of the SP and current SDP, changes to the main mall structure would be visible from the other local roads in the area, hiking trails within Hosp Grove Community Park and nearby residential development. However, proposed changes to the shopping center permitted by the SP and proposed under the current SDP would not constitute a significant impact to scenic views or corridors because the revitalized center



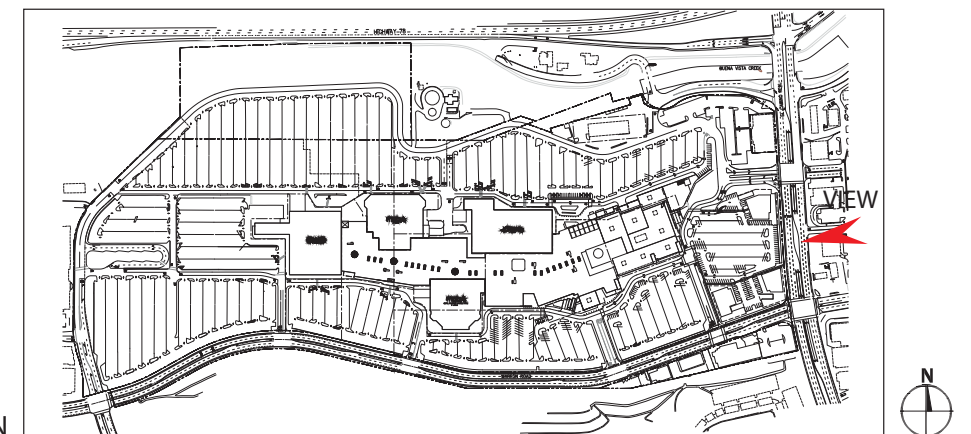
PROPOSED



EXISTING



KEY PLAN



Source: Hofman Planning and Engineering, June 2012  
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## Visual Simulation of SDP Proposal From El Camino Real

WESTFIELD CARLSBAD

Figure 4.1-7

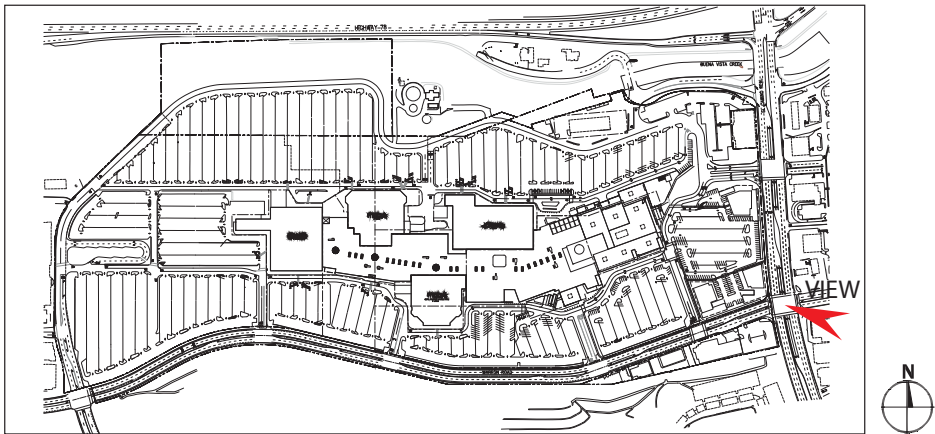




PROPOSED



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KEY PLAN

Source: Hofman Planning and Engineering, June 2012  
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# Visual Simulation of Site Development Permit Proposal From El Camino Real/Marron Road Intersection

WESTFIELD CARLSBAD

Figure 4.1-8

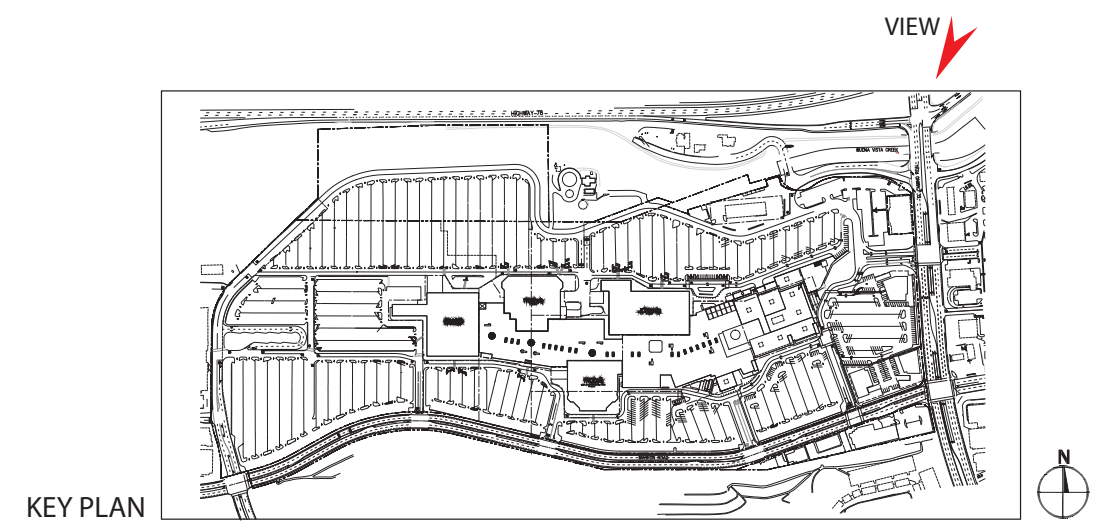




PROPOSED



EXISTING



KEY PLAN

Source: Hofman Planning and Engineering, June 2012  
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## Visual Simulation of Site Development Permit Proposal From SR-78/El Camino Real Interchange

WESTFIELD CARLSBAD

Figure 4.1-9

would be designed to be sensitive to surrounding views. In addition, no buildings would exceed the building height limits established in the Municipal Code for the S-P Overlay Zone (i.e., within 300 feet of El Camino Real).

Based on the foregoing, significant impacts to scenic vistas and corridors associated with proposed architecture, landscaping, and signage would not occur.

### **Scenic Resources**

The proposed SP and SDP would not impact any scenic resources because they would not involve the removal of mature trees, rock outcroppings or historic buildings within a state scenic highway. Therefore, less-than-significant impacts to scenic resources would occur upon SP and SDP implementation.

### **Visual Character and Quality of Site and Surroundings**

The proposed project involves the adoption of new development regulations and redevelopment of the Robinson's-May department store area of the main mall, as well as the construction of three new out-building pads in the eastern portion of the shopping center. No new construction is proposed at this time in the western or central portions of the SP area or south of Marron Road. In the future, any new construction, including the new out-buildings, would obtain SDPs that would conform to the development regulations and design guidelines contained in the SP. The following is an analysis of the short-term and long-term impacts on visual character and quality of the project site and surrounding area resulting from project implementation.

#### Short-term Effects

The SP area would be visually disrupted during the construction phase of SDP implementation. Demolition, construction, landscaping and other construction-related work would result in a temporary aesthetic impact on site and, in particular, in the eastern portion of the site. Overall, the aesthetic impact as a result of ground-disturbing activities would be minimal, as much of the site is already developed and the surrounding area is a generally developed environment. The entire SP area has been previously graded, and substantial cut and fill areas are not required for the current development. The SP indicates that the topography of the SP area would be retained throughout current and future SP development, and that grading would not be permitted to create new elevated development along El Camino Real or Marron Road. The expected grading quantities for the current SDP proposal include approximately 8,000 cubic yards (cy) of cut,



12,000 cy of fill and 8,000 cy remedial grading; approximately 4,000 cy of fill material would be imported. Within the limits of work for the current SDP proposal, re-grading would occur only in limited areas. Finished grades would closely mimic existing grades, and only subtle topographic changes are proposed (such as minor topographic mounding for landscape screening).

Demolition of the interior of the former Robinsons-May department store building and 614 net surface parking spaces, followed by the reconfiguration/construction of new commercial structures including additional specialty retail around the exterior of the main mall, new commercial out-building pads and surface parking (as described in Section 3.0, *Project Description*) would create short-term visual impacts. No significant impact during project demolition, grading or construction is anticipated to occur because of the temporary nature of such activities.

#### Long-term Effects

Implementation of the SP would allow for increases in building heights, enhancements in architectural detail, updates in landscaping, and modifications to signage across the entire SP area encompassing the Westfield Carlsbad Shopping Center. These long-term aesthetic changes would update and improve the visual interest of the shopping center through the use of new façade treatments and materials, building articulations, increased landscaping and other design elements. Increased building heights in and around the main mall to 75 feet above the grade of the lower level (or up to 105.3 feet AMSL) would modify the roof structure and provide visual interest to the shopping center that does not exist today; however, the increase in building height would not be substantial relative to the height of the existing structure. Landscaped setbacks would be implemented around the perimeter of the site, and enhanced parking lot landscaping and lighting would be installed in many areas, to provide visual relief from the expansive parking areas that surround the shopping center.

Under the proposed SDP, the existing character of the site would change through the reconfiguration of the former Robinsons-May building; construction of new specialty retail spaces along the exterior of the former department store; construction of three new commercial pads along El Camino Real; and demolition/reconfiguration/enhancement of surface parking areas (refer to Figure 3-2 for an illustration of the proposed SDP site plan). Because the SP area is developed and urban in character, redevelopment and revitalization of the shopping center through the current SDP proposal would serve to complement and modernize, and not adversely alter, the existing commercial character of the project site and its surroundings. With regard to

signage, the SP and SDP would not conform to the following sections of Chapter 21.41, Sign Ordinance, of the Municipal Code: 21.41.050 (Application Permits and Procedures), 21.41.080 (Sign Design Standards), 21.41.095 (Permitted Permanent Signs), and 21.41.130 (Nonconforming Signs). However, because the SP would supersede these sections of the Municipal Code upon its adoption and, as a result, the character and quality of the shopping center would improve, this “non-conformance” does not result in a significant impact. In addition to Figures 4.1-7 through 4.1-9, Figure 4.1-10, *Visual Simulation of Site Development Permit Proposal from Marron Road*, illustrates the character of the current SDP concept in the context of the existing shopping center. As illustrated in the figures, less-than-significant impacts to visual character and quality would result from project implementation.

### **Light and Glare**

As the proposed project would redevelop an area that is already a source of light and glare, any minimal increase in light and glare from implementation of the SP and SDP would not be significant. The project would be required to comply with City standards regarding lighting, as well as architectural design criteria for planned commercial uses, to avoid impacting residential land uses (sensitive land uses) surrounding the site. Outdoor lighting would be designed and directed to minimize glare away from Highway 78, Buena Vista Creek and adjacent properties, and would be on from dusk until dawn. Accent lighting and light standards in heavily travelled pedestrian areas would be limited to a maximum of 15 feet in height. Light standards within surface parking lots would be limited to a maximum of 35 feet in height, with light positioned over parking stalls and directed downward to minimize direct glare and spillover beyond parking areas. Proposed signs would be illuminated at night either from within (e.g., fascia signs) or by focused up-lighting from below (e.g., monument signs). In the event that the new monument sign along El Camino Real would be fully electronic (i.e., LED or LCD) or have an electronic component to the display, the signage would comply with the Conditional Use Permit required for digital signs and would not feature excessively bright illumination or moving images that could be distracting to drivers. Due to the breadth of new signage proposed under the current SDP, the new signs would, however, increase the amount of nighttime light and glare in the project area. However, as proposed light standards would be relatively limited in height, lighting would largely be directed downward to prevent spillover into adjacent areas, and the project would comply with most of the City standards regarding lighting, as well as architectural design criteria for planned commercial uses and the SP development standards, impacts associated with light and glare would be less than significant under the SP and proposed SDP.



#### **4.1.4 Mitigation Measures**

No mitigation measures are proposed as no significant impacts associated with aesthetics have been identified.

#### **4.1.5 Level of Significance after Mitigation**

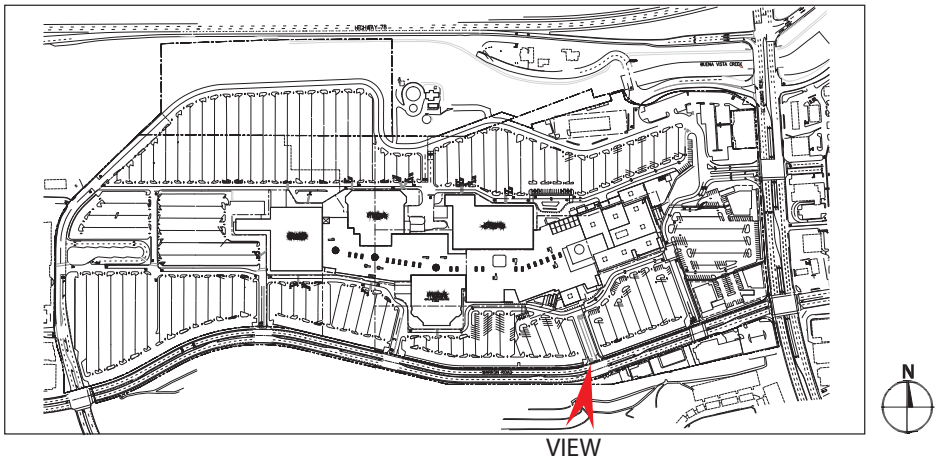
No mitigation is required; therefore, impacts would be less than significant.



PROPOSED



EXISTING



KEY PLAN

Source: Hofman Planning and Engineering, June 2012  
 I:\ArcGIS\C\CRB-03 PlazaCaminoReal\Map\ENV\EIR\Fig4.1-10\_VSFromMarronRd.mxd -RK

# Visual Simulation of Site Development Permit Proposal From Marron Road

WESTFIELD CARLSBAD

Figure 4.1-10